

State of California
Business, Transportation & Housing Agency
Department of Transportation

ENVIRONMENTAL MATTERS
Adoption of Findings For Future
Consideration of Funding
7-LA-710 21.9/22.0
Action Item

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CTC Meeting: August 22-23, 2001

Agenda Item: 2.2c.(3)

Original Signed By _____

MARK LEJA

Acting Chief Financial Officer

August 1, 2001

ADOPTION OF FINDINGS FOR FUTURE CONSIDERATION OF FUNDING
ROUTE 710 IN LOS ANGELES COUNTY

SUMMARY AND CONCLUSIONS

The attached resolution proposes to adopt the Findings for the following project for which an Environmental Impact Report has been completed:

- Route 710 in Los Angeles County- Modify the Atlantic/Bandini Interchange in the City of Vernon.

The project is programmed in the 2000 State Transportation Improvement Program (STIP) for \$12.9 million (\$10.5 capital funds and \$2.4 million support funds).

The approved Environmental Impact Report has been transmitted to Commission staff.

The Department has approved the project for construction. This approval and the resultant filing of the Notice of Determination with the Office of Planning and Research will satisfy the environmental requirements for this stage of the project planning process.

RECOMMENDATION

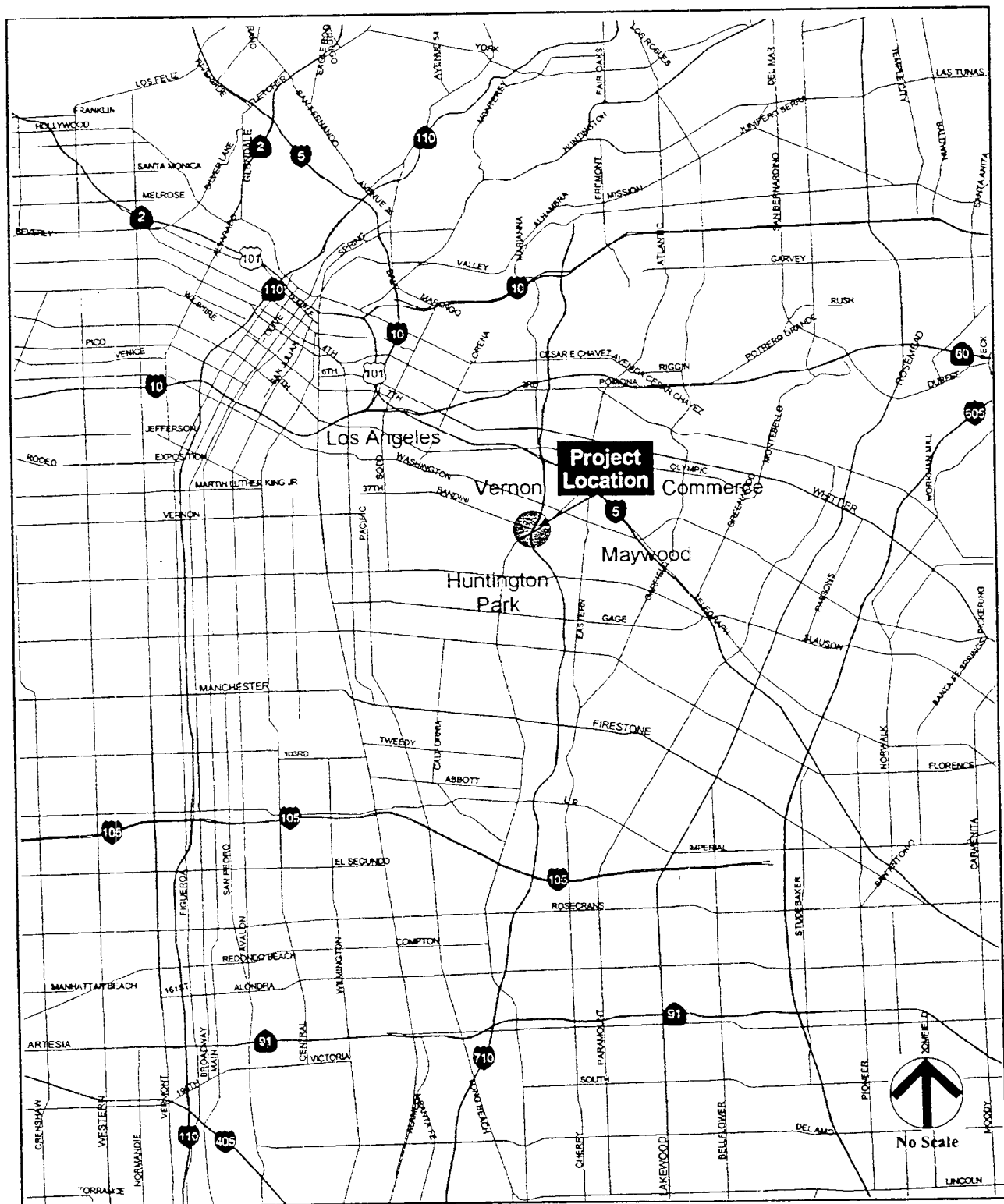
The Department recommends that the California Transportation Commission, as a responsible agency, approve the attached Resolution E-02-06.

Attachment

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Adoption of Findings For Future Consideration of Funding
7-LA-710 21.9/22.0
Resolution E-02-06**

- 1.1 WHEREAS**, an Environmental Impact Report has been prepared for a project to modify the Atlantic/Bandini Interchange in the City of Vernon, Los Angeles County; and
 - 1.2 WHEREAS**, the Department has certified that the Environmental Impact Report has been completed in compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for its implementation; and
 - 1.3 WHEREAS**, the California Transportation Commission has reviewed and considered the information contained in the Environmental Impact Report; and
 - 1.4 WHEREAS**, written proposed Findings indicate that changes or alterations have been required in, or incorporated into the project which mitigate or avoid the significant effects identified in the Environmental Impact Report and associated with air quality, cultural resources, geology and soils, hazards and hazardous materials, land use, public services, and transportation and traffic.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby adopt those Findings and Statement Overriding Considerations to allow for future consideration of funding.



Findings and Statement of Overriding Considerations

***I-710/Atlantic/Bandini
Interchange Project***

SCH No. 99061121
Caltrans 07-LA-710
EA 171900

Prepared for

City of Vernon
and
California Department of Transportation

Prepared by

Myra L. Frank & Associates, Inc.



April 2001

1 Introduction

Section 21081 of the California Public Resources Code and Section 15091 of the California Environmental Quality Act (CEQA) Guidelines (hereinafter *State CEQA Guidelines*) require a public agency, prior to approving a project, to identify significant impacts of the project and make one or more written findings for each of the significant impacts. The findings reported in the following pages incorporate the facts and discussions of environmental impacts that are found in the *Final Environmental Impact Report* for the I-710/Atlantic/Bandini Interchange Project as fully set forth therein.

This *Findings and Statement of Overriding Considerations* document is divided into four major sections. Section 1 (Introduction) provides background information as to the purpose of the document. Section 2 (Evaluation of Alternatives) provides a brief discussion of the alternatives to the proposed project. Section 3 (Findings Regarding Environmental Effects) presents the effects associated with the proposed project. Finally, Section 4 (Statement of Overriding Considerations) is provided for those adverse effects that cannot be completely avoided, even with the proposed mitigation measures.

For each of the impacts associated with the project, the following information is provided:

- Description of Effects - A specific description of each environmental impact identified in the FEIR.
- Proposed Mitigation - Mitigation measures or actions that are proposed for implementation as part of the project.
- Finding - The findings made are those allowed by Section 21081 of the California Public Resources Code. The findings are made in two parts. In the first part, a judgment is made regarding the significance of the impact or effect. In the second part, which pertains only to impacts found to be significant, one of three specific findings is made, in direct response to Section 15091 of the *State CEQA Guidelines*.
- Rationale - A summary of the reasons for the decision.
- Reference - A notation on the specific section in the FEIR which includes the evidence and discussion of the identified impact.

Pursuant to Section 21081.6 of the California Public Resources Code and Section 15097 of the *State CEQA Guidelines*, a *Mitigation Monitoring and Reporting Program* must be adopted in order to ensure the efficacy of proposed mitigation measures. The *Mitigation Monitoring and Reporting Program* for the I-710/Atlantic/Bandini Interchange Project is a separate document presented for adoption together with these *Findings and Statement of Overriding Considerations*. The *Mitigation Monitoring and Reporting Program* relates directly to those mitigation measures that are identified in the *Findings and Statement of Overriding Considerations*.

2 *Evaluation of Alternatives*

As part of the project planning and development process leading to the environmental document, a range of alternatives was developed and evaluated against certain project objectives. These objectives are:

- To provide more efficient freeway access for heavy vehicles;
- To improve traffic flow and ease congestion at the ramp terminus at Bandini Boulevard;
- To facilitate traffic flow onto Atlantic Boulevard and right turns from northbound Atlantic Boulevard to eastbound Bandini Boulevard; and
- To provide an alternate route to the new northbound on-ramp at Atlantic Boulevard and/or a bypass around the interchange.

The proposed project involves construction and operation of a newly configured I-710 freeway interchange at Atlantic and Bandini Boulevards, the extension of 26th Street from the west side of Atlantic Boulevard to the east side of Atlantic Boulevard, construction and operation of a new local street (1st Street from Bandini Boulevard to 26th Street as extended), and street improvements to 26th Street from I-710 to Atlantic Boulevard, and Atlantic and Bandini Boulevards in and around their intersection. This configuration has previously been referred to as "Alternative B" in the context of four alternatives that were examined in the Project Report for the proposed project (see Section 3-4). Specifically, the proposed project would include the following components:

- The northbound I-710 off-ramp to Atlantic Boulevard would be widened and improved to provide increased storage capacity and more efficient traffic movement. The existing off-ramp is comprised of two lanes that merge into one at the ramp outlet.
- The southbound I-710 off-ramp to Bandini Boulevard, including the off-ramp bridge over Bandini Boulevard, would be reconfigured, widened, and improved to provide increased storage capacity. The existing off-ramp contains two lanes, a left turn only lane and a combination left/right turn lane. The new configuration would outlet to Bandini Boulevard approximately 180 feet (55 meters) west of the existing off-ramp outlet and would contain four lanes - two left-turn-only lanes and two right-turn-only lanes. This configuration would require the acquisition of private property for right-of-way purposes to the west and south of the existing fire station.
- The northbound I-710 on-ramp from Atlantic Boulevard would be reconfigured into a loop ramp (on the vacant parcel at the northeast corner of Atlantic and Bandini Boulevards). The existing ramp extends from approximately the middle of Atlantic Boulevard just north of Bandini Boulevard. The two left-through lanes of northbound Atlantic Boulevard enter the on-ramp and merge into a single lane on the on-ramp a short distance later. Under the new configuration, the ramp approach would be relocated from

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its current location in the middle of Atlantic Boulevard to extend from the easternmost side of Atlantic Boulevard (north of Bandini Boulevard). A new bridge would be constructed over Atlantic Boulevard for the northbound onramp. The new configuration would contain two lanes, include a loop-ramp to increase the on-ramp's storage capacity, and require the acquisition of the currently vacant parcel (publicly-owned) located at the northeast corner of Atlantic and Bandini Boulevards.

- 26th Street would be improved and extended eastward over Atlantic Boulevard then veer south to connect with Bandini Boulevard. A bridge would be constructed over Atlantic Boulevard. An additional on-ramp connecting 1st Street to the reconfigured loop ramp (see 3 above) would be constructed. This configuration would also require the acquisition of the same publicly-owned vacant parcel mentioned above located at the northeast corner of Atlantic and Bandini Boulevards.
- Atlantic Boulevard from approximately the I-710 freeway overcrossing north to the railroad overcrossing and Bandini Boulevard from approximately Ayers Avenue to 1st Street would be improved to facilitate more efficient traffic movements. These improvements would include new curbs and gutters, island and intersection modifications to improve turning radii, and median improvements to increase turn-lane queuing capacities.

Four project alternatives were developed and evaluated in the Project Report for the proposed project. Alternative A in the Project Report is the No Build Alternative. Alternative B was selected as the preferred project in the Project Report and is described in Chapter 3 of the FEIR, Project Description. Alternatives C and D are derivations of Alternative B.

The three alternatives to the proposed project are described in chapter 3 of the FEIR: Alternative A - the No Build Alternative, Alternative C - the Reduced Build Alternative, and Alternative D - the I-710 Ramp Improvements Only Alternative. Chapter 5 of the FEIR further elaborates on the environmental effects associated with these alternatives. Chapter 6 of the FEIR discusses the "environmentally superior alternative" as required by the *State CEQA Guidelines*.

- Alternative A: No Build Alternative

This alternative is the same as the existing condition and constitutes a "no-action" scenario. Under this alternative, the interchange would not be improved and all future ramp and roadway configurations would remain the same as existing conditions.

- Alternative C: Reduced Build Alternative

This alternative is identical to the proposed project except that 26th Street would not be improved or extended over Atlantic Boulevard, nor would it connect with 1st Street, as extended.

FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS

- **Alternative D: I-710 Ramp Improvements Only Alternative**

This alternative is identical to the proposed project except that neither the 26th Street improvements and extension nor the extension of 1st Street to Bandini Boulevard would occur. Under this alternative, only the I-710 off-ramps to Bandini and Atlantic Boulevards and the on-ramp from Atlantic Boulevard to northbound I-710 would be constructed.

As a result of completing the environmental documentation and having considered comments regarding that documentation from the public, the following findings are made regarding the alternatives:

1. The No Build Alternative (Alternative A) is rejected because it does not adequately meet the project objectives.

The No Build Alternative (Alternative A) would not meet the aforementioned project objectives. In addition, compared to the proposed project, it would have negative consequences over the long term with regard to air quality, emergency access for public services, and transportation/traffic.

2. The Reduced Build Alternative (Alternative C) is rejected because it does not adequately meet the project objectives.

The Reduced Build Alternative (Alternative C) would not meet the aforementioned project objectives. In addition, compared to the proposed project, it would have negative consequences over the long term with regard to air quality, emergency access for public services, and transportation/traffic.

3. The I-710 Ramp Improvements Only Alternative (Alternative D) is rejected because it does not adequately meet the project objectives.

The I-710 Ramp Improvements Only Alternative (Alternative D) would not meet the aforementioned project objectives. In addition, compared to the proposed project, it would have negative consequences over the long term with regard to air quality, emergency access for public services, and transportation/traffic.

4. The proposed project (Alternative B) is selected for implementation.

For the reasons outlined above, Alternative B is selected for implementation. The remainder of this document and the *Mitigation Monitoring and Reporting Program* assume this selection.

3 Findings Regarding Environmental Effects

3-1 Air Quality

3-1.1 Description of Effects

Construction of the proposed project will require equipment and vehicles that will result in emissions in excess of the South Coast Air Quality Management District (SCAQMD) significance thresholds for fine particulate matter (PM₁₀) and Oxides of Nitrogen (NO_x) on both the peak construction day and in the peak construction quarter. In addition, the project would create temporary carbon monoxide (CO) hot spots, particularly in the evening peak traffic period, at intersections receiving traffic diverted from the project construction zone.

3-1.2 Proposed Mitigation

All reasonable and accepted measures to reduce exhaust emissions and fugitive dust will be employed.

3-1.3 Finding

The impact(s) is/are found to be: ☒ **Significant** ☐ Not Significant

For those impacts found to be significant, the following additional finding is made:

- ☒ **Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.**
- ☐ The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority.
- ☐ Specific economic, social or other considerations make infeasible mitigation measures or project alternatives.

3-1.4 Rationale for Finding

The South Coast Air Basin is currently a non-attainment area for several pollutants that will be produced during construction of the proposed project. As a result, the production of additional emissions for those pollutants is considered significant, even during temporary construction periods. Thus, appropriate mitigation measures will be applied to reduce these emissions as much as practicable. With mitigation, the effects of these emissions are generally regarded as being substantially reduced, but there may be some instances where the effects may still be considered significant.

3-1.5 Reference

For a full discussion of air quality impacts, see Section 4-2 in the *Final Environmental Impact Report* for the I-710/Atlantic/Bandini Interchange Project.

3-2 Cultural Resources

3-2.1 Description of Effects

The previous paleontological remains discovered elsewhere in the basin in alluvium indicate that there is a potential, though undetermined, for similar remains being encountered by earth moving at the project site. Earth moving in previously undisturbed strata and unauthorized fossil collecting by construction personnel at the project site could result in the loss of scientifically important paleontological resources, if they occur in the project area, including previously unrecorded fossil sites and remains, associated specimen data, and corresponding geologic and geographic site data. If paleontological resources are present at the project site and they are not handled correctly, potentially significant adverse environmental impacts under CEQA would occur.

Although no archaeological resources have been discovered in the project area, there is a small possibility of encountering archaeological resources during construction because of the project site's proximity to traditional Gabrielino (Tongva) Native American territory. If archaeological resources of significant importance are present within the proposed project's excavation zone, they could be damaged or destroyed by construction activities; a potentially significant impact.

3-2.2 Proposed Mitigation

A vertebrate paleontologist approved by the Natural History Museum of Los Angeles County - Vertebrate Paleontology Section will monitor excavation and examine spoils to allow for the recovery of larger fossil remains once excavation has reached a depth of 5 feet (1.5 meters) below current grade, and sediment samples will be collected and processed to allow for recovery of smaller fossil remains. Any fossil remains recovered as a result of monitoring excavation or processing sediment samples will be curated according to guidelines published by the Society of Vertebrate Paleontology. If resources are discovered, a summary report shall be prepared outlining the methods followed and summarizing the results of the mitigation program. The report will include a list of fossils recovered, map their locations and depths, and describe the geologic context of the finds. The report shall be submitted to the Los Angeles County Museum of Natural History, Vertebrate Paleontology Section.

If archaeological resources are encountered during construction of the proposed project, the contractor will avoid disrupting the resources, if feasible. If archaeological resources are encountered during construction, and it is not feasible to avoid them, work in the area shall halt until a qualified archaeologist, hired by the City, can evaluate the nature and significance of the find. If applicable, the archaeologist shall monitor the excavation process and spoils for further archaeological resources. If the archaeologist determines that the discoveries are of importance,

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the resources will be properly recovered and curated, and the process would occur in conformance with the procedures approved by the State Office of Historic Preservation. If resources are discovered, a summary report shall be prepared outlining the methods followed and summarizing the results of the mitigation program. The report will list and describe the resources recovered, map their exact locations and depths, and include other pertinent descriptions. The report shall be sent to the South Central Coastal Information Center (UCLA Institute of Archaeology).

3-2.3 Finding

The impact(s) is/are found to be: ☒ **Potentially Significant** ☐ Not Significant

For those impacts found to be significant, the following additional finding is made:

- ☒ **Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.**
- ☐ The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority.
- ☐ Specific economic, social or other considerations make infeasible mitigation measures or project alternatives.

3-2.4 Rationale for Finding

Although there is a potential for encountering paleontological and archaeological resources, this potential is not regarded as likely. Mitigation measures are proposed that will ensure that any resources that may be encountered are handled properly.

3-2.5 Reference

For a full discussion of cultural resources impacts, see Section 4-3 in the *Final Environmental Impact Report* for the I-710/Atlantic/Bandini Interchange Project.

3-3 Geology and Soils

3-3.1 Description of Effects

A secondary hazard associated with seismic events and ground shaking is settlement. Loose granular materials are susceptible to seismically-induced settlement or compression, especially when carrying a load. Portions of the existing fill and younger alluvium at the project site may be subject to some dynamic settlement, and if so, could result in significant settlement-related damage to the proposed project.

3-3.2 Proposed Mitigation

Subsurface soil testing will be conducted on the project site during project design to determine if the existing soils are susceptible to dynamic compression. If the soil is subject to dynamic compression, the recommendations as described in the subsurface soil report will be implemented. Recommendations may include design modifications such as deeper foundation piles to minimize dynamic settlement or other methods of minimizing dynamic settlement such as replacing the compressible soils with engineered fill.

3-3.3 Finding

The impact(s) is/are found to be: ☒ **Potentially Significant** ☐ Not Significant

For those impacts found to be significant, the following additional finding is made:

- ☒ **Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.**
- ☐ The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority.
- ☐ Specific economic, social or other considerations make infeasible mitigation measures or project alternatives.

3-3.4 Rationale for Finding

The potential of the proposed project to be damaged by ground shaking or liquefaction at the project site is considered low. Although significant impacts are not likely, the recommended subsurface exploration during the design phase of the project will ensure that potential damage from soil settlement and compression is minimized and does not pose significant damage risks.

3-3.5 Reference

For a full discussion of geology and soils impacts, see Section 4-4 in the *Final Environmental Impact Report* for the I-710/Atlantic/Bandini Interchange Project.

3-4 Hazards and Hazardous Materials

3-4.1 Description of Effects

The potential for encountering hazardous materials is present during any construction project, particularly within an urban area. Contaminated soils appear to have been remediated below typical government action levels for specific contaminants. Although known contamination has been remediated to the satisfaction of the regulatory agencies, the possibility of encountering

previously undetected contamination cannot be precluded. There is the possibility that workers, the public, and/or the environment could be exposed to potentially significant levels of hazardous materials during geotechnical investigations, demolition activities, or site excavation/grading activities.

3-4.2 Proposed Mitigation

To assess whether contaminated soil is present, a subsurface investigation (Phase II investigation) will be conducted in the vicinity of historical features, and at random locations throughout the Eastern site. If contaminated soil and/or groundwater or their likely presence are identified by the subsurface investigation and it is determined that project construction could encounter such contamination, the contaminated soil or groundwater will be removed during construction and disposed of/treated in accordance with all applicable laws, regulations, and rules. If soils along the freeway and ramps (that will be excavated and disposed of) are determined to contain lead compounds in excess of the action level during the PS&E phase, the contaminated soil would be removed and disposed of/treated in accordance with all applicable laws, rules, and regulations.

3-4.3 Finding

The impact(s) is/are found to be: ☒ **Potentially Significant** ☐ Not Significant

For those impacts found to be significant, the following additional finding is made:

- ☒ **Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.**
- ☐ The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority.
- ☐ Specific economic, social or other considerations make infeasible mitigation measures or project alternatives.

3-4.4 Rationale for Finding

The likelihood of encountering hazardous materials during construction is expected to be low. The recommended Phase II investigation, as well as compliance with the applicable rules and regulations, will ensure that the effects of any such materials that are found are minimal.

3-4.5 Reference

For a full discussion of hazards and hazardous materials impacts, see Section 4-5 in the *Final Environmental Impact Report* for the I-710/Atlantic/Bandini Interchange Project.

3-5 Land Use

3-5.1 Description of Effects

The U.S. Postal Service has informed Caltrans that it is considering a change to its current use of facilities on the site. This proposed change has been examined in the context of the proposed interchange reconfiguration. The Postal Service has indicated that the joint use of the site for both purposes is compatible with its plans if the projects are closely coordinated.

3-5.2 Proposed Mitigation

The City of Vernon will maintain close coordination with the U.S. Postal Service as the interchange project becomes further defined, so as to ensure compatibility of the joint uses of the site currently owned by the U.S. Postal Service.

3-5.3 Finding

The impact(s) is/are found to be: ☒ **Potentially Significant** ☐ Not Significant

For those impacts found to be significant, the following additional finding is made:

- ☒ **Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.**
- ☐ The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority.
- ☐ Specific economic, social or other considerations make infeasible mitigation measures or project alternatives.

3-5.4 Rationale for Finding

As it is currently proposed, the project is expected to be consistent with a proposal by the U.S. Postal Service. The ongoing coordination that is included as a mitigation measure will further ensure the compatibility of the project with neighboring land uses.

3-5.5 Reference

For a full discussion of land use impacts, see Section 4-6 in the *Final Environmental Impact Report* for the I-710/Atlantic/Bandini Interchange Project.

3-6 Noise

3-6.1 Description of Effects

Operation of the proposed project is not anticipated to result in significant noise impacts. However, noise levels under the Future Project conditions would exceed the interior criterion of 52 dBA at Fire Station #4, and would therefore require noise abatement.

3-6.2 Proposed Mitigation

The City will upgrade the existing west-facing windows in Fire Station #4 to double-paned windows to increase the attenuation of noise originating from the relocated off-ramp. If necessary, the City will also replace the existing air conditioners with a modern roof-top unit. In addition, the City will limit project construction in the vicinity of Fire Station No. 4 to between the hours of 7:00 a.m. to 7:00 p.m. to ensure that sleep disruptions to firefighters do not occur.

3-6.3 Finding

The impact(s) is/are found to be: () Significant (X) Not Significant

3-6.4 Rationale for Finding

The noise effects of the proposed project would exceed the interior noise criterion at one location, Fire Station #4. Structural and mechanical improvements, as well as a limited construction schedule are expected to reduce noise to acceptable levels below the applicable criterion.

3-6.5 Reference

For a full discussion of noise impacts, see Section 4-7 in the *Final Environmental Impact Report* for the I-710/Atlantic/Bandini Interchange Project.

3-7 Public Services

3-7.1 Description of Effects

The construction of the new I-710 off-ramp to Bandini Boulevard and the demolition of the existing off-ramp could require the closure of one lane along Bandini Boulevard for up to several days in the immediate vicinity of the off-ramp locations. This temporary lane closure could result in additional traffic congestion that could conceivably delay or prevent Fire Department responses if the traffic is allowed to accumulate and block the station entrance and exit. Extended blockages of the fire station driveway would be considered significant.

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In addition, construction of the proposed project would require the temporary closure of ramps and traffic lanes and could result in general congestion that may require emergency service providers to utilize alternative routes when responding to emergencies.

3-7.2 Proposed Mitigation

The City and the construction contractor shall do all of the following: (1) coordinate with police and fire agencies prior to construction activity to discuss the construction scenario and to solicit input from the these agencies, (2) notify the proper local fire and police departments prior to ramp and/or lane closures, (3) provide periodic construction scenario updates to the police and fire agencies, (4) maintain continuing coordination with police and fire agencies throughout the construction period, and (5) utilize flag men to ensure that traffic does not accumulate directly in front of the fire station driveway. In addition, a traffic control officer shall be assigned to the Atlantic Boulevard/Bandini Boulevard intersection as necessary during construction to ensure emergency vehicle access is maintained at all times on these two arterials. The traffic control officer shall maintain constant access to fire and police agencies, particularly Fire Station No. 4, as well as with appropriate construction flag men, via a telecommunications systems (e.g., via cellular telephone or radio).

3-7.3 Finding

The impact(s) is/are found to be: ☒ **Potentially Significant** ☐ Not Significant

For those impacts found to be significant, the following additional finding is made:

- ☒ **Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.**
- ☐ The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority.
- ☐ Specific economic, social or other considerations make infeasible mitigation measures or project alternatives.

3-7.4 Rationale for Finding

Temporary lane closures required during project construction will only occur during the construction period. The effects of the resulting congestion will be reduced to an acceptable level through implementation of mitigation measures, thereby ensuring that emergency access and response times are not substantially impaired.

3-7.5 Reference

For a full discussion of public services impacts, see Section 4-8 in the *Final Environmental Impact Report* for the I-710/Atlantic/Bandini Interchange Project.

3-8 Transportation and Traffic

3-8.1 Description of Effects

Traffic detoured due to ramp closure is estimated to lower the level of service at two intersections. The LOS at the Atlantic Boulevard/Washington Boulevard intersection is projected to decrease from C to F during the AM peak hour and to become a more severe F during the PM peak hour. Similarly, the LOS at the intersection of Washington Boulevard and the I-710 Northbound Ramps would decrease from B to F during the AM peak hour and from E to F during the PM peak hour due to ramp closure.

The proposed project would also result in the elimination of one driveway that serves the facility owned by Watkins Motor Lines, Inc. located to the west of the existing off-ramp to Bandini Boulevard. Construction of the proposed project also has the potential to result in intermittent disruptions in access to businesses along 26th Street (west of Atlantic Boulevard).

3-8.2 Proposed Mitigation

The City will temporarily restripe approaches to the Washington Boulevard/Atlantic Boulevard intersection. The City will also temporarily restripe one approach and adjust the signal timing at the I-710/Washington Boulevard intersection.

The City will provide alternate access to Watkins Motor Lines for employees and trucking operations. Employee access could be provided from Ayers Street. Access for the trucking operations could be provided from Atlantic Boulevard at the south end of the Watkins Motor Lines property. If these access options are not available, comparable access will be provided. The City and the construction contractor will also stage construction to maintain access at all times to adjacent properties.

3-8.3 Finding

The impact(s) is/are found to be: ☒ **Potentially Significant** ☐ Not Significant

For those impacts found to be significant, the following additional finding is made:

- ☒ **Changes or alterations have been incorporated into the project that avoid or substantially lessen the effect.**
- ☐ The lead agency lacks the jurisdiction to make the changes, but another agency does have such authority.

- () Specific economic, social or other considerations make infeasible mitigation measures or project alternatives.

3-8.4 Rationale for Finding

Temporary mitigation measures have been identified that could improve the level of service during the period of ramp closure. Restriping of the northbound, eastbound, and westbound approaches at the Washington Boulevard/Atlantic Boulevard intersection is estimated to reduce the ICU volume-to-capacity (V/C) ratio to 0.93 (LOS E) and 1.52 (LOS F) in the AM and PM peak hours, respectively. Adjusting the signal phasing and restriping the westbound approach of the I-710 northbound ramps/Washington Boulevard intersection is estimated to reduce the ICU V/C ratio to 0.81 (LOS D) and 1.15 (LOS F) during the AM and PM peak hours, respectively. The proposed mitigation measure identified above would partially alleviate the impacts of the temporary ramp closure. More substantial physical measures, such as intersection widening, would be required to fully mitigate the impacts. However, since the impacts, although adverse, would be temporary, this additional level of mitigation is not considered cost effective and would not be needed subsequent to removal of the ramp closure.

Although construction of the proposed project would not result in substantial impairment of access to local business and facilities along the streets to be improved, mitigation measures will minimize potential access disruption to adjacent properties.

3-8.5 Reference

For a full discussion of transportation and traffic impacts, see Section 4-9 in the *Final Environmental Impact Report* for the I-710/Atlantic/Bandini Interchange Project.

4 Statement of Overriding Considerations

This section provides the rationale to support a determination by the City of Vernon, as lead agency under CEQA, that the benefits of the proposed project outweigh those unavoidable adverse environmental effects that have been found to occur. This discussion, which is required by Section 15093 of the *State CEQA Guidelines*, is organized into two sections. In the first section, the unavoidable adverse effects are identified, and in the second section, the reasons in support of the determination are presented.

4-1 Unavoidable Adverse Effects

The proposed project will result in some adverse impacts which cannot be completely avoided or mitigated. These unavoidable impacts are identified below.

- Construction of the proposed project will require the use of equipment and vehicles that will produce emissions, as mitigated, in excess of the South Coast Air Quality Management District significance thresholds for Oxides of Nitrogen (NO_x) and fine

particulate matter (PM₁₀), and temporary exceedances of the carbon monoxide (CO) threshold at intersections receiving construction-related diverted traffic. These emissions are not expected to result in long-term health effects, and they will be localized to the area immediately surrounding the construction zone. Mitigation measures will be implemented in order to reduce emissions to the lowest possible level, but it is not possible to guarantee that all emissions will be eliminated. Consequently, the project will result in an unavoidable adverse effect with regard to construction-related air emissions.

- Traffic detoured due to ramp closure is estimated to temporarily lower the level of service at two intersections during construction of the proposed project. The LOS at the Atlantic Boulevard/Washington Boulevard intersection is projected to decrease from C to F during the AM peak hour and to become a more severe F during the PM peak hour. Similarly, the LOS at the intersection of Washington Boulevard and the I-710 Northbound Ramps would decrease from B to F during the AM peak hour and from E to F during the PM peak hour due to ramp closure. Temporary mitigation measures have been identified that could improve the level of service during the period of ramp closure, but some residual effects on the level of service at these intersections may remain after mitigation. Thus, the project will result in an unavoidable adverse effect with regard to construction-related traffic.

4-2 Determination

The City of Vernon has determined that the overall benefits of the I-710/Atlantic/Bandini Interchange Project outweigh and override the unavoidable adverse environmental impact discussed in the findings and listed above. The reasons supporting this determination are as follows:

- The proposed project will provide more efficient freeway access for heavy vehicles. It will increase the storage capacity of the northbound on-ramp to I-710 from Atlantic Boulevard in order to reduce blockages of the intersection of Atlantic and Bandini Boulevards.
- The proposed project will improve traffic flow and ease congestion at the ramp terminus at Bandini Boulevard. It will increase the storage capacity of the southbound I-710 off-ramp to reduce queuing that accumulates onto I-710 and conflicts with southbound traffic entering southbound I-710 from Washington Boulevard.
- The proposed project will facilitate traffic flow onto Atlantic Boulevard and right turns from northbound Atlantic Boulevard to eastbound Bandini Boulevard. It will minimize the adverse effects of weaving traffic on the intersection of Atlantic and Bandini Boulevards from the northbound I-710 off-ramp to Atlantic Boulevard.
- The proposed project will provide an alternate route to the new northbound on-ramp at Atlantic Boulevard and/or a bypass around the interchange.

FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS

- The proposed project will result in only temporary adverse air quality impacts, with such impacts being confined to the construction period. Long-term operational effects would be beneficial with respect to air quality.
- The proposed project will result in only temporary adverse traffic and circulation impacts during construction. The effects would be completely offset by the improvements to be realized once the project becomes operational.

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Adoption of Findings For Future Consideration of Funding
7-LA-710 21.9/22.0
Resolution E-02-06**

- 1.1 **WHEREAS**, an Environmental Impact Report has been prepared for a project to modify the Atlantic/Bandini Interchange in the City of Vernon, Los Angeles County; and
- 1.2 **WHEREAS**, the Department has certified that the Environmental Impact Report has been completed in compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission has reviewed and considered the information contained in the Environmental Impact Report; and
- 1.4 **WHEREAS**, written proposed Findings indicate that changes or alterations have been required in, or incorporated into the project which mitigate or avoid the significant effects identified in the Environmental Impact Report and associated with air quality, cultural resources, geology and soils, hazards and hazardous materials, land use, public services, and transportation and traffic.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby adopt those Findings and Statement Overriding Considerations to allow for future consideration of funding.